

# **North 1<sup>st</sup> Street Local Transit Village Plan**

## **Second Workshop**

### **Summary**

**Date:** Monday, October 21, 2019  
**Time:** 6:30-8:30pm  
**Location:** Santa Clara County Cafeteria, 70 W. Hedding Street, San Jose, CA 95110  
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## Workshop Overview

On October 21<sup>th</sup>, 2019, around 75 participants (approximately 50 community members, 25 City staff and community partners) participated in the second North 1<sup>st</sup> Street Local Transit Village Plan community workshop. The workshop was the second in a series of three community outreach meetings geared towards engaging the community in the North 1<sup>st</sup> Street Local Transit Village planning process. The purpose of the second workshop was to discuss the different land uses (i.e., what type of businesses can be located where, densities, floor area ratios), building heights, transportation improvements, parks and open spaces, and amenities for the village area. Participants included neighborhood residents, property owners, and other individuals interested in gaining better understanding of the planning process.

The workshop began with a welcome from the City Council representative Raul Peralez. Tracy Tam, project manager and planner for the City of San José, then provided the purpose of the village plan, explained what has been done so far and a brief overview of the table exercise. At the end of the short introduction, participants broke out into six groups to engage in small group discussions and mapping. Within the groups, participants spent 20 minutes for each segment of the Village (Northern, Central, and Southern), answering specific questions prepared based upon the feedback received at the first workshop:

### Questions:

1. How would you like the Northern/Central/Southern section of this Village transformed?
2. Are there areas/buildings you would like to see preserved? Why and how would you like these preserved?
3. Where should pedestrian amenities (e.g., larger sidewalks, street trees, street furniture, lighting) be placed?
4. Are there areas that could benefit from transportation improvements? What kind of transportation improvements and why? Examples include:
  - a. Traffic calming measures
  - b. Bicycle lanes
  - c. Larger sidewalks
5. When properties are redeveloped, what should they be developed into and how tall should they be? *Note: New residential must be at least 4-stories as required by the General Plan (General Plan Policy CD-7.9), however step downs and step backs are possible*
  - a. Do you want more commercial businesses in this area? Do you want more residential buildings in this area? Maybe a mix of both commercial and residential?
  - b. Given that this village area must accommodate 2,520 jobs (approximately 756,000 square feet) and 1,678 residential units, how should this be done? Where should this be concentrated?
6. Do you want public gathering places in this area? If so, what kind? Where should these be located (on the map and next to what type of buildings) and how should they be designed? *Examples: plazas, paseos, small neighborhood parklets*

Participants were excited and engaged, the ability to add their voice to the process was appreciated. They provided their insights on assets and hopeful opportunities, but also shared their worries and concerns of development for each of the three-character areas (Northern, Central, and Southern) as summarized below.

## **Northern Section**

- Maintain the residential neighborhood character with low to mid-density housing
- Introduce mixed-use development with ground floor retail
- High-rise office buildings should be located on the west side of North 1<sup>st</sup> street, while the east side should not have high buildings
- Highest buildings should be comparable to the County building (12 stories or 100 feet)
- Develop mixed-income housing along the corridor
- Opportunity to remove parking lots and create underground parking instead
- The new development needs to be sensitive with existing residential areas
- The new development needs to be integrated with the proposed Santa Clara County development
- Maintain mom and pop stores and avoid displacement of small businesses
- Add continuous tree canopy on sidewalks
- Add walkways and bike paths
- Development needs to maintain off-street parking
- May need permit parking

## **Central Section**

- Parcels on the west side of North 1<sup>st</sup> Street should be the focus for concentration of development with high-rise clusters
- Taylor street to have ground floor retail with housing on top
- Introduce high-density residential near the Civic Center station
- The west of North 1<sup>st</sup> Street is suitable for high-rise and mixed-use development
- The east side of North 1<sup>st</sup> Street is suitable for low-rise residential, at maximum four floors
- Substantial amount of housing could be developed in the Santa Clara County site
- Opportunity to develop the parking lot on 87 into mixed-use development
- The Barcelona Apartments are important and need to be preserved
- More jobs could be located at the central area
- High-density development is desirable as long as connection to Guadalupe is provided
- Opportunity to transform George Street into a commercial street
- More retail (including supermarket, pharmacy) needed
- Opportunity to have “community center core” with a farmers’ market
- Introduce larger open space and public gathering area
- Concerns about traffic along Taylor Street
- Call this area the “civic center”

## **Southern Section**

- Explore opportunities for more development (in addition to newer developments).
- Prefer to maintain low-rise buildings (up to 4 stories)
- Introduce residential, mixed use development
- Provide housing for different income groups (for teachers, students, city workers, etc.)

- Protect historic buildings and preserve pre-1940s buildings.
- Preserve Mission Court
- More reasonable setback policies for 1<sup>st</sup> and 2<sup>nd</sup> Streets even if it reduces development capacity
- Union Pacific tracks: blighted area needs to be cleaned up, and tracks should be easier and safer to cross
- Opportunity to have more retail (grocery stores, pharmacy), maintain existing mom & pop stores
- Improve Ryland Park
- Enhance walkability
- Wider and safer sidewalks with less obstructions to accommodate pedestrians and cyclists
- Improve pedestrian crossings, particularly at Jackson St.
- Provide better connections to other neighborhoods on the other side of Freeway 87
- Provide safer access from Ryland Park to Guadalupe trail
- Concerns with the new development bringing more traffic and needs for parking

## All Sections

- Mixed use development preferred
- Transition in height from East to West towards the Civic Center area
- Concentrate commercial and retail within ½ mile from the VTA stations
- No need to preserve too many buildings along the North 1<sup>st</sup> Street
- Historic buildings: if a historic building is preserved, owner should receive incentives
- Consider shared parking between office developments and residential buildings
- No bail bonds
- Avoid having strip mall along the North 1<sup>st</sup> Street
- Amenities emphasized: Grocery stores, pharmacy, gym, daycare, cafés, restaurants, space for kids, and food trucks
- Not enough schools, playgrounds
- Provide program/space for homeless
- Public art could be placed all along the North 1<sup>st</sup> Street (by City and developers)
- Provide rooftop gardens for new residential buildings
- Public gathering spaces needed (could be in open spaces and parks)
- Provide more open space around the VTA stations
- Opportunity to establish network of interconnected of parks/open spaces
- Guadalupe Park is an asset and there should be better connections to it (bike trails)
- Provide protected bike lanes around transit stops
- Take measures to make public spaces safe
- Provide dog parks
- Concerns about parking
- Limit the cars on North 1<sup>st</sup> Street
- Provide shuttle services to San José State University to reduce the traffic
- Opportunity to create “no-car allowed” zones
- Traffic calming improvements particularly around the intersections
- Make North 1<sup>st</sup> Street more walkable and pedestrian friendly
- Provide wider sidewalks with street furniture and trees
- Safer and easier ways to get to stations (wayfinding)
- Introduce loading/unloading areas

- Make North 1<sup>st</sup> Street a viable, transit corridor with bus stop pockets and ADA improvements
- Need better lighting along North 1<sup>st</sup> Street
- Need spaces for all ages that are walkable
- Should employ green building practices
- Creative architecture (no boxes and no beige) and murals. Reflect the character of the neighborhood like Spanish, Art Deco, and Victorian.
- Need updated infrastructure
- Need affordable housing plan
- Expand Village boundary west across freeway
- Concerns about noise and air pollution from tall buildings

## **Desired Amenities**

- Place for farmers' markets
- Outdoor seating
- Retain mom and pop businesses, have pop ups and kiosks
- Open spaces, both big and small (dog park, pocket parks, roof top gardens, plazas, paseos, playgrounds, and connections to trails)
- Community spaces/meeting spaces
- Lighting
- Businesses that are a "little bit" upscale
- Neighborhood-serving businesses: Grocery store, coffee, shops, pharmacy, gym, day care
- Painted utility boxes
- Save historic buildings
- Public art and water features
- Street improvements: crosswalks, bike lanes, street furniture
- Increase walkability/pedestrian connections from one side to the other  
connectivity/crossings
- Pedestrian accessibility, wayfinding, and safety to stations
- No-car allowed zones in certain areas